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# THE TORQUE·TUBE

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THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB • FOUNDED 1980

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**Volume VIII • Number 7**



# THE TORQUE·TUBE

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VOL. VIII, NO. 7

• MAY 1990

• William E. Olson, Editor •

• 842 Mission Hills Lane, Columbus, Ohio 43235 •

## • Club News •

Summer is just around the corner, and it is time to make definite plans for upcoming events. Fortunately, we will again have two Club Meets this year, one in Maryland and one in California. The "Eastern" event has been organized by David Bylsma (#117), and the "Western" by George Canavan (#806), Jim Flack (#499), Harry Logan (#651) and Gene S. Smith (#726). It's easy enough to sit back and wait for somebody else to do the work, and these people deserve our thanks for picking up the ball. Those who attended last year's Club Meets had an immensely enjoyable time, and I hope we can again muster good turnouts at both the 1990 events. They have been timed so as not to interfere with BCA shows. The West Coast Meet will coincide to some extent with Fall Carlisle and Hershey, but that will not be much of a problem, as few people from the West attend those events.

Please, all of you who can possibly do so, plan to attend. Mark your calendars and make your reservations now. Each Club event that is carried off successfully adds to the tradition and contributes to the likelihood of many more successful events in the years to come.

### EASTERN CLUB MEET

Date: August 17 & 18  
Place: BWI Days Inn  
7481 New Ridge Rd.  
Hanover, MD 21076  
301/684-3388

Rooms will be \$49 per night for persons attending the Meet. Contact the hotel ASAP for reservations and mention the "Buick Club" to receive the special rate. The hotel has an outdoor pool and a "fitness room." There is a Denny's restaurant in the hotel and a Hardee's next door.



*Founded by Dave Lewis in 1980*





Friday, Aug. 17: At about 10 AM there will be a caravan to the historic Ellicott City Town Center, which features many antique and craft shops.

Saturday, Aug. 18: From 9 AM to about 2 PM a car show and flea market will take place in the Days Inn parking lot. There will be an award given for the 1st, 2nd, and 3rd place cars of each year, based on peer judging. At about 2 PM we will move from the show to a meeting area to discuss topics of mutual interest, i.e. shoot the Buick bull. There will be a buffet-style dinner at 6 PM followed by presentation of awards.

For any attendees who do not want to stay at the show, beginning at about 10:30 to 11 AM on Saturday there will be a shuttle bus going to the historic Savage Mill Mall. This is an old mill that has been converted into antique and craft shops. Ladies, do not forget your credit cards! Last year's event was cleverly planned by the Editor to take place miles away from stores, and you may now have revenge.

A registration form should be included with this issue. If you do not get one, or you lose it, or your cat pees on it, or whatever, contact David Bylsma (#117), 7747 Siden Drive, Hanover, MD 21076; 301/551-7236, 6 PM to 9 PM EDT.

### **WESTERN CLUB MEET**

A Club Meet has been tentatively arranged for October 6 and 7 at the Santa Maria Inn in Santa Maria, California. (Near San Luis Obispo, in the general vicinity of last year's California meet.) A winery tour will be included. There will be more information on this in the next issue; please mark your calendars now.

### **WHY WERE THEY MADE THAT WAY?**

The one feature of late 1930s cars their present owners seem collectively to dislike is the rear end gearing. To many of us, those ratios in the vicinity of 4.5:1 just don't seem suited to modern highway cruising: too many revs; too much noise. (In a 1937 car, these are the RPM at 60 mph: 40-3200; 60-2800; 80-2920; 90-3080. These are the axle ratios: 40-4.44; 60-3.9; 80-4.222; 90-4.625.) The truth is that they aren't very well-suited to modern superhighway cruising in the 55 mph and up range. The Special is plainly the worst offender — if that is an offense — and this has led 40-series owners to scramble around looking for 60-series 3.9 gear sets to such a degree that such gears are now virtually unobtainable.

We have discussed this subject at some length before, and I have urged people to enjoy the cars for what they are, and the way they are, to throttle back and enjoy the scenery, and to stop grumbling. Nevertheless, the grumbling persists, and members —

### **BILL MURRAY (#38) — 1924-1990**

I regret to announce the death last March of William M. ("Bill") Murray, a member of the Club since its inception. Bill served in the U. S. Marine Corps during World War II, and graduated from the University of Wyoming in 1946. Before retiring to Brownsville, Texas a few years ago, he ran a family insurance and real estate business in Cheyenne, Wyoming, and served several terms in the Wyoming legislature. Although I never met Bill, I exchanged correspondence with him, and know that he was a fine man. Our sympathies go to his widow Therese and his children and grandchildren.

## COVER CARS

*This looks like spring, but it was actually taken last September at the Club Meet in Ohio, by Paul Culp. I had thought of posing all the cars in this location, but decided it would be too difficult to manage, as the road is curvy and quite narrow. We did, however, get a few shots of Paul's '38 Century with the Malabar Farm "big house" in the background.*

\* \* \* \* \*

*Wisteria covers the first floor of the "sleeping porch" and the summer awnings are set on this beautiful 19th-century residence in Concord, New Hampshire in 1937. The lilacs and peonies have finished blooming, but other flowers brighten the garden, as the chauffeur applies himself to cleaning the '37 Roadmaster formal sedan in front of the carriage house. A priceless scene from out of the past; see Tom Alderink's story in this issue.*

especially the younger ones — keep asking: why were they made that way? (A "young fella," in my view, is anyone under the age of 45.) Well, young fellas, pull up your chairs, listen close, and Ol' Uncle Bill will tell you.

Back before the Big War, we didn't have interstate highways, and a four-lane divided highway with easy curves and grades was a rarity and a marvel. Even those few "parkways" (e.g. the Bronx River and the Hutchinson River Parkways in New York and the Merritt Parkway in Connecticut) had speed limits of 45 mph, maybe 50 in a few places. The trip from New York City to my family's "summer place" in Brewster, New York, a distance of perhaps 50 miles as the crow flies, took hours. Now it's interstate all the way, and Brewster's a "bedroom" community, not a bucolic retreat. If you wanted to drive from Columbus to a vacation on the ocean at Atlantic City, it was old U.S. 40, through Wheeling, Washington, PA, Cumberland, Hagerstown, Baltimore, and a hundred towns in between. Columbus - New York was old U.S. 22, through Pittsburgh, Harrisburg, Allentown and all the mountains and ridges in Pennsylvania, plus dozens of other burghs of various sizes, mostly on a two-lane road. You will notice I said "through" not "around," and through it was. Some cities could drive a tourist mad; trying to get through Providence, RI on old U.S. 1 is one example I can still remember vividly from the 1940s. New York to Cape Cod was one long day, and Columbus to Atlantic City probably two, unless one wanted to leave at 5 AM and arrive in the middle of the night. There were a dozen or more trains a day between Chicago and Milwaukee, New York and Baltimore, etc., etc., and one could leave New York in mid-afternoon on the train and be home in Baltimore well in time for dinner. Driving New York to Baltimore was a wholly different proposition, and it would have been a late supper, in all probability.

By and large, then, in the late 1930s car travel was slow by modern standards, and almost all trips of any length in the more populous parts of the country involved some passage through towns, if not through curves and grades. The cars were not made for today's "enthusiast." More and more people, women as well as men, were driving, and cars, to be sold in volume, had to be comfortable and easy to drive. The most difficult part of driving, outside perhaps of low-speed parking maneuvers, was shifting gears. What is fun for us today was a chore for the average driver in 1937, and an acceptable, reliable



automatic transmission was still several years away. Thus, cars were sold on their ability not to cruise at 60 — that was seldom possible — but rather to pick up speed smoothly in high from 10 to 12 mph without down-shifting. This required plenty of low-speed torque, a long-stroke engine, and a relatively low rear end ratio. Today's over-square engines could not match that performance with the modern 2.8 or 3.0 rear-end ratios mated to a 1930s-style three-speed transmission. The '38 "Self-Shifter" — equipped 40-series Buicks used a special 3.61:1 rear end gear set to take advantage of the four-speed transmission. This resulted in much lower RPM at highway speed: 2800 at 60 mph, as compared with 3180 with manual transmission. Unfortunately, the "Self-Shifter" was neither acceptable to the buying public nor reliable, and Buick did not try an automatic again until the '48 Roadmaster slush-pump Dynaflo. (The Self-Shifter's gear ratios were: 1st, 3.159; 2nd, 2.228; 3rd, 1.418; 4th, 1.0. Manual transmission (40-series) ratios were: 1st, 2.94; 2nd, 1.66, 3rd, 1.0.)

The desirability of top gear performance is well-illustrated by this excerpt from The Buick Magazine for August 1937. Notice what feature of the Buick Limited the "testimonial" author chooses to praise. (It sounds as though the Assistant Secretary of the Board of Commerce and Navigation was off on a bureaucratic boondoggle. What "navigation" can one inspect on the Skyline Drive?)

### *Driving was believing for this Skeptical Motorist*

*Frank D. Holmes, Jr., assistant secretary of the State of New Jersey Board of Commerce and Navigation, was prejudiced against Buick—until he drove one. He writes:*

Words fail to express the satisfaction which I derived from the eight-cylinder Buick I used on our waterway inspection trip, the last ten days. Frankly, I have always been somewhat prejudiced against the Buick — not for any particular reason. I have always felt that other cars in the same price field were "better buys." I was a little disappointed when a Buick was sent to me after expecting to use a (higher priced car), with which I was familiar, but I certainly am pleased that such a change was necessary.

I have been driving a car since 1906, and have owned and operated a garage for the past fourteen years. I have driven all makes of cars, but never have I handled a car which performed like this Buick. Our trip took us over Skyline Drive and three different mountainous sections in the state of Virginia, and to be able to throttle down the car (fully loaded with seven passengers and baggage) to eight miles an hour at the bottom of a very steep hill with dangerous turns, and go up those same hills without shifting gears or any labor with the motor, was just unbelievable and a great feeling of satisfaction. In all these years, I have never handled a car its equal, and you can rest assured my prejudice against Buick has changed to a feeling of admiration.

### **ATTABOY!**

Six "Attaboys" have been awarded to George Canavan (#806) of Los Altos, CA for correctly identifying the car pictured with George Gerberick's '37 Century on page 10 of Issue 6. You thought it was a Studebaker? Wrongsville, folks, it's a 1941 Willys Americar. You don't see many of them any more — in fact, there never were all that many of them — but George Canavan, who seems to know something about it, says they were popular dragsters a while back. Keep readin' The Torque Tube, fans, and there's no tellin' what you'll learn.

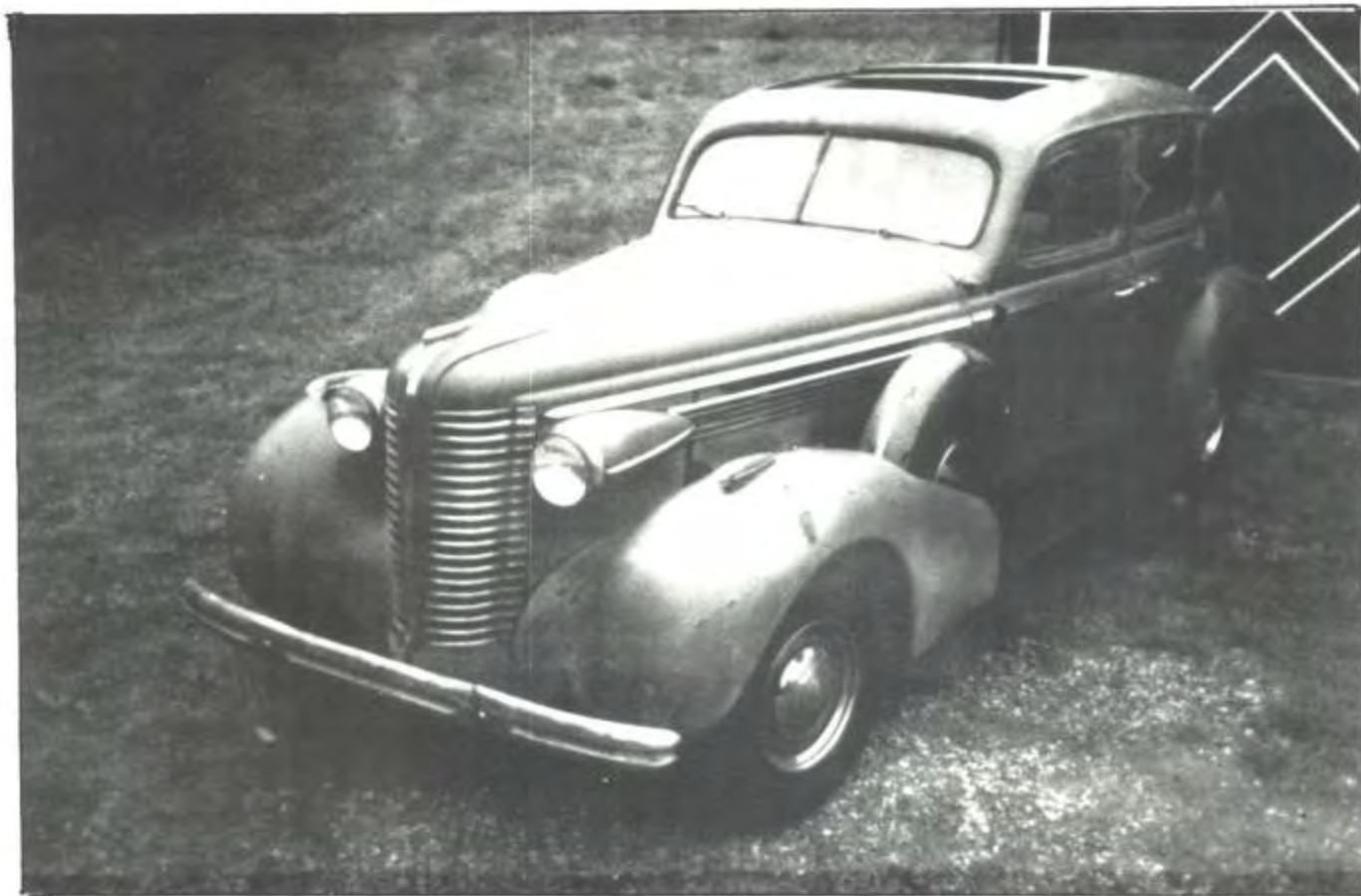


This issue features reports from three of our "overseas" members, in three different nations thousands of miles away from most of us. This is thus a good time to remind you all that the antique car hobby flourishes on every continent, all around the world. It may be only a matter of time now until we add members in Eastern Europe and Japan. Fortunately for the Editor (and for them), our members outside the U.S. and the British Commonwealth display a fine command of the English language, and so presumably can understand what I write. (The Britishers probably think I don't use real English, and they are probably correct. However, as Robert Pruckmuller's article shows, they are themselves guilty of some odd spellings and nomenclatures.)

So here's a special toast to our members outside North America: salud! prosit! skol! cheers!

*C'est encore le Buick!*

*Bill*



1938 Century owned by Rick Sherman of Seattle, Washington, in a photo taken in 1985. This car has been identified as a European export model. If so, it appears that not all export models had right-hand drive; that seems sensible as only the English and the Swedes drive on the left. According to Doug Nelson, who sent me the photos, the sunroof is "factory." All literature I have seen indicates there was a sunroof option in '39 but not before, but there is no reason why Buick could not have tried it out on some late-production export '38s; the roof stampings would have been essentially the same for both years, and sunroofs were popular in Europe.





# Commentary:



## Mail from "Down Under"

A few issues back, the Editor complained about the lack of contributions of printable material from the membership. One member referred to this as a "chewing out." I wouldn't put it quite that way, if for no other reason than I think a real chewing would have produced more than has come in since then. However, the complaining did get a few people into an action mode. The following letter from Mick Whiting in Australia may explain why so many are sitting on their duffs -- or hands. I really can't convince you that your contributions may be interesting and worthwhile -- you will have to convince yourselves. But maybe Mick's letter will help. (If it doesn't, I may try a "Jewish mother" guilt trip on you; I already have three excellent Jewish mothers lined up. And there's always the meat loaf recipe.)



### GARFIELD PRIMARY SCHOOL 2724

Railway Avenue  
Garfield, 3814

Phone (056) 292 274  
Established 1886

Well Bill, first let me say that as an ex Editor of a car club magazine I know just what it's like to have a journal to fill and precious little material to fill it with. Everytime I am "harangued" I feel appropriately guilty and make mental promises that I will lift my game and put something ... anything ... in the mail to help you out. But then the wheels fall off and for one reason or another it never gets done.

Lately, as my guilt feelings have increased I have forced myself to consider why I don't submit articles more often and the conclusion that I have reached is that I am "chicken". Several times I have been at the point of writing, only to say to myself "People don't want to read this," or "This is only interesting to me; no one else will be interested in it," or, if the intended article is of a technical nature I pike out by saying that many people in this club, like Paul Culp, are already experts on these cars, and probably know heaps more than the trivia that I could expect to offer. So the germ of an idea for an article gets squashed and what may have been ... never is.

I can't help but wonder if this is a common feeling among members. This feeling of just what we ordinary folk can offer which would be of interest to others? As I sit here reflecting, I am reminded of several potential stories which I never sent in. One, about a friend who wanted to buy a '37 sedan because his dad, now deceased, used to have one some forty years earlier. When he finally bought one and took it home his mother recognised it as the EXACT car which had been theirs. Then there was one about



how to convert a dish washer to make a really good radiator and engine block cleaner. And, more recently, one about old car auctions and a new system which is being used here in Melbourne (Australia). (This may yet even get written.)

Each time I have fully intended to write and each time I have pulled out. And not because of any concerns I have about my spelling or grammar. Whilst not claiming perfection in this area, as the Principal of a Primary School I would be devastated if my English was not, at least, readable. To me, its more a case of lack of expertise or the feeling that I have nothing of interest to offer.

O.K., so that's the problem. What is the solution? It seems to me Bill, that somehow, you need to convince us that our meagre morsels are of interest to the wider membership. Perhaps others may be moved to write their feelings on this matter and with the combined input of as many members as do respond something may come out of it.

Hey! Guess what! In putting down on paper the reasons why I haven't written an article ... I've just written an article.

Mick Whiting



The article Mick said "may yet even get written" appears below. It will be recalled that in Issue 3 the Editor voiced some uncomplimentary opinions about car auctions. Mick tells us about an auction firm in Australia that may just be running an honest, hype-free operation. Could this "catch on" in the U.S.A.? I'm skeptical, but it might happen.

#### RE OLD CAR AUCTIONS

I could not agree more with the sentiments expressed in a recent Torque Tube about old car auctions. Like most of us I've seen some terrible things done by so called "Reputable" Auctioneers with the nett result that:

1. I would no more buy a car at auction than  
I would walk on crushed glass in bare feet.
- and
2. I no longer even bother to attend.

... Until recently! Shannons, a company here in Melbourne (Australia) has launched what I believe to be a fool proof auctioning system both in terms of being fair and more importantly in terms of protection for buyers.

Briefly the system is as follows:

1. The seller presents the car to Shannons representatives and a realistic reserve is established. (If this can't be agreed to the car is rejected).
2. The car is advertised (as is the Auction itself) in the normal manner except that the RESERVE PRICE IS ANNOUNCED.
3. At the auction, bidding commences at the stated reserve price. No bid means no sale; but on a positive note any bid means the car is sold.

This system ensures that reserve prices are a true reflection of the car's value. It also guarantees that all bids are genuine. No longer can a potential buyer be run-up or false bids put in with the auctioneer protected by an unannounced reserve. The public is accepting the system here with 80% of vehicles on offer sold at Shannons most recent auction ... many at a figure above the reserve.

I am told that enquiries about the system have come from far and wide so who knows ... it may yet get to the U.S.



### BUICK SAFETY LEGION

In the 1930s, Buick initiated the "Buick Safety Legion." Any Buick owner who signed a pledge to drive safely became a member, and received a free emblem to be attached to his license plate. This was a good "PR" gimmick, as it attracted the attention of police officials, who might thus be well-disposed toward purchasing Buicks for law-enforcement and highway safety uses. It also portrayed the Buick owner as a solid, public-spirited citizen. The emblem is shown below, in an excerpt from The Buick Magazine of April 1936. (Thanks to Mike Vosgian (#447).) Look for these emblems at swap meets.



### FACTS ABOUT THE BUICK SAFETY LEGION

**Purpose**—The aims of the Buick Safety Legion are: (1) to promote safe driving among Buick owners; (2) to encourage those who own Buicks to set a good driving example and to exert their influence to reduce motor-  
ing accidents.

**Membership requirements**—All Buick owners are eligible to membership in the Buick Safety Legion. The only requirement is the signing of a pledge to drive safely. *There are no dues, initiation fees, or assessments.*

**Officers**—President, H. H. Curtice, president, Buick Motor Company. Vice-president, W. F. Hufstader, vice-president and general manager, Buick Motor

Company. Secretary, T. H. Corpe, director of advertising and sales promotion, Buick Motor Company.

**Emblem**—All members of the Buick Safety Legion are entitled to display on their cars an emblem supplied by the Buick Motor Company, free of charge.

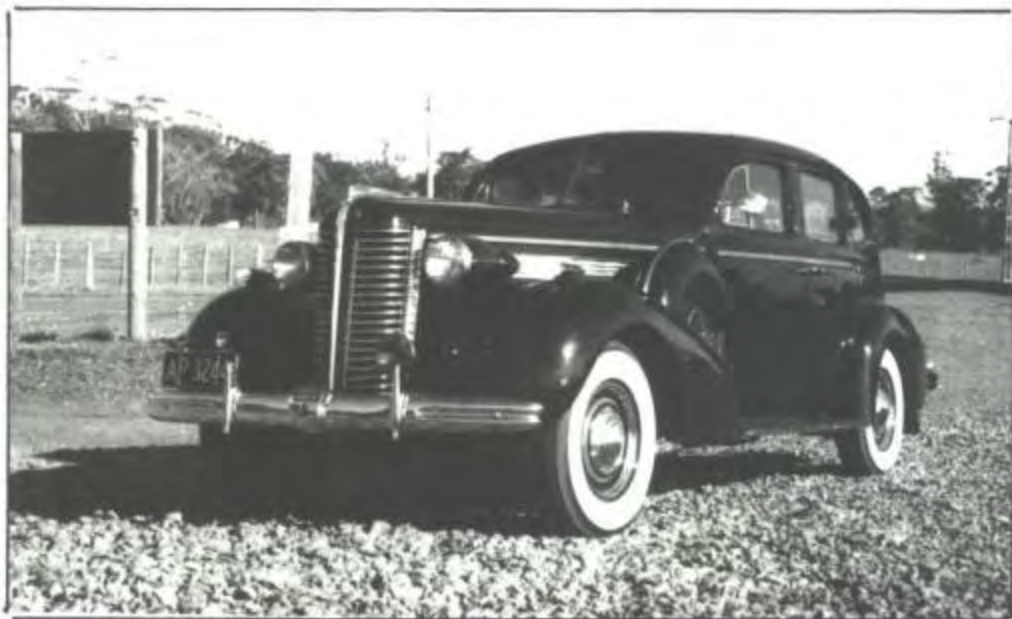
**Official publication**—*The Buick Magazine* is the official organ of the Buick Safety Legion. Every legion member should apply to his local Buick dealer to be placed on the mailing list.

**Correspondence**—All letters and other communications should be addressed to the

Buick Safety Legion, Buick Motor Company  
Flint, Michigan



# More from "Down Under"



## N. Z. Keeps 'em Running

BY ROBERT PRUCKMULLER (#802) — HAVELOCK NORTH, NEW ZEALAND

When I became a member of this Club, the Editor told me that I was the second member from New Zealand. Unfortunately, we don't have a Buick Club here, but we do have a Buick Register. Of the one hundred seventeen registered owners, there are sixteen 1937 model and fifteen 1938 models listed. Of course not all Buick owners are on this register, but it gives an idea of the extent of the interest in Buicks in New Zealand.

I was born in Indonesia\* and from my Father I inherited a love for Buicks. I learned to drive in our family 1928 Standard Tourer. After twelve years of excellent service, this car was replaced by a second hand, very low mileage 1936 model 41. Unfortunately we had the pleasure of this car for only two years when it was confiscated by the invading Japanese forces at the beginning of World War II.

My interest in Buicks was rekindled when I emigrated to New Zealand in 1952. A lot of American cars in perfect order were still in daily use, but it wasn't until 1980 that I was in the position to buy a Buick. I advertised and luck came my way when I was offered my present car.

This 1938 Buick had had two previous owners and was in very original condition. It had been in storage in Christchurch for five years. It was started up and I drove it to Picton, crossed to Wellington on the ferry and home to Wainuiomata (240 miles).

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\*Indonesia, comprised of the islands of Java, Borneo, Sumatra and many others to the north of Australia, was under Dutch rule prior to World War II and known as the Netherlands East Indies. Many of the islands were occupied by Japan at the beginning of the "Pacific War." Indonesia became a totally-independent republic under the nationalist leader Sukarno in the early 1950s. — Editor.

Since then I have had the car repainted and reupholstered. New white wall tyres from Firestone have now been fitted and the steering wheel remolded. My Buick looks great!

Mechanical repairs have been relatively minor. Most damage was done during its long time in storage. Wheel and master brake cylinders, cork gaskets, water hoses and exhaust have all been replaced.

My Buick is a pleasure to drive and is in regular use. The car attracts a lot of attention. I am often questioned about its origin and its value today. On several occasions your fellow countrymen, here on holiday, have approached me to admire it and have their photograph taken with it.

Most Buicks here were New Zealand assembled at the General Motors Plant in Petone (near Wellington). The most popular model was the four-door Special (model 41), either with or without sidemounts. The other series were sometimes imported fully built-up. This explains the lack of variety in the remaining models.

Although we are very close to Australia, to my knowledge there are no Australian-built Holden-Buicks in New Zealand. There is an interesting book called "The History of Holden since 1917" by Norm Darwin, which shows the differences between Fisher and Holden models.

Unfortunately things do wear out (even in Buicks) and have to be replaced. Swap meets run by the Vintage Car Club or The Early American Car Club (of which I am a member) are held throughout New Zealand. From these, over the years, I have picked up parts for my '38.

There are several very good car wrecker yards which have been useful in supplying old or new parts left over from days gone by. When I had to replace the badly cracked and dried out wiring I looked to Australia where one firm specializes in reproducing braided



*Robert and two other good-looking chaps pose with right-hand-drive Buick before it got its new "tyres".*



wiring looms for different makes and models. The loom made for the 1938 Holden-Buick was a near perfect fit, only needing minor alterations because the Holden-Buick has electric windscreen wipers. This wiring of course could not have been bought in the U. S. because of the differences resulting from right-hand drive, which is used on all cars in Australia and New Zealand. I am sure all of these parts are available in America.

From JECC, Inc. I ordered a torque ball seal kit. The service I received was excellent, the seal fitted perfectly and the instructions for installation were appreciated. So you can see how we keep our cars running.

We shifted to Hawkes Bay two years ago and have met up with a number of Buicks! Known to me in this area there are four 1937 Buicks, one converted into a truck which has done over 400,000 miles. One model 47 sports sedan is in use, together with two model 41's, one fully restored and the other in storage. There are two other 1938's that I know of, one original and in daily use and the other fully restored.

Any club members who come to New Zealand for a holiday should include Hawkes Bay in their itinerary. You would be most welcome to stay with us in Havelock North, and I would be happy to show you some of these Buicks.



If you take a photograph of a car with the sun at your back, you may appear on the door of the car. N.Z. landscape reminds one of the American West.



Last year we showed some pictures of Derek Brown's (#621) 1937 English custom-bodied McLaughlin "drophead" coupe (Vol. VIII, No. 2). In an engine compartment view, we saw what the Editor termed "curious non-authentic containers appended to the firewall." According to Steve Lamb (#813), the "curious containers" are part of a 1959 Jaguar power brake system -- Steve is apparently a Jag enthusiast, so I'm taking his word for this. Perhaps someday Derek will explain to us how they came to be there, if he knows.



# Mail from South America



Although no statistics exist today on exports to various nations (as distinguished from total cars or units exported), we know that Buicks and other American cars were shipped to Latin America as well as to Europe and the British Empire. Indeed, it seems a fair assumption that a good number of American-made vehicles went to South American countries, which had no indigenous auto manufacturing facilities of their own. At least two pre-War Buicks survive in Colombia, the '38 46-C owned by Tomas Steuer (#713) in Bogota, and the '37 68 owned by José Pardo (#558) in Cali. Doubtless there are others.

Colombia has of course been much in the news during the past few years, and it is easy enough for the rest of us to form an impression of the country that does not do justice to the many fine people who live and work there. Among those people are Messrs. Steuer and Pardo, both of whom I've met at Buick events in the U.S. As I have said before, one of the great virtues of this hobby, to my mind, is the personal contacts and friendships that it engenders, literally around the world.

You may recall that on the cover of Issue 5, we showed Paul Culp's '38 Century posed with two Stearman biplanes. This prompted José Pardo to send me the letter set forth below, and a photograph of the extraordinary painting described therein.



## MUSEO AERONAUTICO NACIONAL

Mr. William E. Olson  
The Torque Tube  
842 Mission Hills Lane  
Columbus, Ohio 43235  
U.S.A.

Dear Bill:

I was impressed with your last harangue and began feeling guilty for my lack of contribution to your efforts.

I thought of something a bit out of the usual and had an oil painting made of the old Buick, my wife and me.

Following is the "Technical" data of the painting:

Artist:	Ferrando Acuña
Type:	Oil
Size:	200 x 120 cm (79" x 47") frame not included



Subject: 1937 - 68 Buick Century, José Pardo, Stella and family dobermans  
Era: Late 30's  
Location: Airport in Cali with Andes in background  
Aircraft: In flight - Stinson trimotor  
In hangar - Curtiss Condor  
On runway - Stearman PT-17

The style of Acuña's painting always shows "extra large" people, but we are not that heavy. Some of my friends say that my face looks like that of a bad guy, but that is also part of Acuña's style. Please don't be mistaken.

The March issue of the Torque Tube coincidentally shows some pictures of Buicks and Stearmans. This is the reason why I am writing on the stationery of the National Air Museum of Colombia of which I am president.

At the Air Museum we have four full-size airworthy Boeing Stearman PT-17s, and I will prepare a Buick - Stearman photographic portfolio. To many of our Buick Club members it may be a big surprise that such a collection exists in Colombia. Sic itur ad astra

Best regards,

José G. Pardo

Aeropuerto Bonilla Aragón Apartado Aéreo 6635  
☎ 482993 - 422624 Cali - Colombia



# *"Return with us now..."*

## A BIT OF BUICK HISTORY

By Tom Alderink (#735)

I consider myself very lucky, and I hope there are other people who can say the same thing. Some of us are not only proud owners of some of the finest old cars of the past, but are also able to trace the history of the car to its original owner.

In the papers that I received when I got my '37 81-F, there was the original title, owner's manual, sales brochure and a phone number of a gentleman with the same area code as mine. I knew this man had to live close by, so I dialed the number to see what he knew about the car. At the other end of the line was the voice of a sweet old lady. I asked if "Bud" was available, and she asked who was calling. She told me to hold a minute and she would get him. I was dying to know who this man was. We got to talking and I told him the purpose of my call. I think he was as excited as I was to be talking with someone who had his car. That's right, he had owned the car for many years, beginning in 1940. His aunt had originally owned it, and willed it to him when she passed away. (He was 27 years old back then.) Bud told me that she had traded in a 1932 seven-passenger Pierce Arrow for the Buick at a dealership in St. Petersburg, where they spent the winter.



Waiting for the ferry across Penobscot Bay near Camden, Maine. The license plate reads "NH-38-9" and one assumes the "9" refers to the month of expiration; the photo was thus in all likelihood taken in the summer of 1938. "Bud's" aunt and her husband may be seen silhouetted in the back seat; note the hats. The chauffeur is either strolling about or taking the picture.



According to him, the Pierce was a beautiful car, but a pack of trouble. She lived in Concord, New Hampshire and was married to the son of a New Hampshire governor, Charles Ames. (I hope someone from there can help me out with more information on the governors of New Hampshire in the 1930s.)

Along with this information, Bud told me that he was a professional photographer. This means pictures. He has sent me pictures of the chauffeur washing the car in the driveway in 1937, his aunt waiting for a ferry boat at Camden, Maine where they vacationed, and a picture of his aunt and her cousin returning from a restaurant.

Looking at these pictures is a great experience and I hope others are as fortunate. This guy has thousands of 35mm slides he's looking through and has offered them in trade for just one thing, to drive his aunt's car again.

As they say, a picture is worth a thousand words.



*What the well-dressed New England gentleman and chauffeur wore in 1938. The license plate is the same as that appearing in the Maine scene, so one can assume the photo was taken at roughly the same time. The background foliage is definitely Maine or New Hampshire.*



# TECHNICAL TIPS



## JACKS

Occasionally the Editor is asked about jacks: that is, the portable devices for raising one or more wheels of an automobile off the ground so that the wheel(s) can be removed. ("Jack" as a noun has at least ten definitions in a standard-size dictionary and more in the big ones, ranging from machines through birds and fish, and yet more that are not in the dictionaries, or at least in the polite ones, and I wouldn't want you to start off here confused about my meaning, because that might nullify the importance of what is to follow and likewise be inconsistent with the goals and purposes of this publication, which are, among other things, to enlighten the reader and not to confuse him or her, as the case may be, unnecessarily, such confusion being of course inimical to the paramount intention of the Editor, which is to foster and practice clarity of expression. And yes, I have read Strunk and White and have also tried to read SEC registration statements and Thorstein Veblen, and was taught in high school to avoid "run-on sentences" and in any event not to begin sentences with conjunctions; that is, the words "and", "or", and "but". But it is fun to engage in a bit of literary foolishness now and again. Or is it something else?)

Misce stultitiam consiliis brevem.

...Horace

"Mix some small folly with your wisdom" said Horace, and good advice it doubtless is. Herein we will consider wisdom and folly, as the same relate to 1937 and 1938 Buick jacks.

Folly consists in spending any time at all looking for one.

Wisdom consists in being able to recognize them in the highly unlikely event you turn one up while looking for something else, so that you can snap it up.

The chief reason I have printed nothing about 1937 jacks is that they are at present extremely rare. In fact, I know of only one in the world, although there are doubtless a few more. The chief reason they are now rare is that, to put it delicately, they were NOT WORTH SHIT. They didn't work well, and didn't hold up the car, and broke easily, and everyone threw his out and bought something else. Those that survived until World War II probably went into The Boy Scouts' "scrap drives", along with many other things that would be treasures today.

Set forth below is an excerpt from the 1937 Shop Manual concerning jacks. (I daresay half at least of the people who've asked me about jacks have Shop Manuals but didn't think to look in them.)





### USE OF CAR JACK

All Series are provided with jacks having a "U" plate or head to assist in placing jack in proper location to secure easy operation.

#### Front End of Car

Set the parking brake securely. Place jack under the outer end of lower control arm on Series 40-60, as shown in Fig. 10-1.

A jack pad is provided on the front of lower control arm on the Series 40-60 and the jack is placed as shown in Fig. 10-1.

#### Rear End of Car

Set the parking brake securely. Slide jack on ground along spring so that the spring is in "U" plate as in Fig. 10-1. The jack head is now properly placed to lift the rear wheel.



Front—Series 40-60



Front—Series 80-90



Rear—All Series

Fig. 10-1. Jack Pads

In 1938 Buick went to a bumper jack, of the general type with which we are all familiar. This jack is pictured in the 1938 Shop Manual. The '38 jacks are probably easier to find than the '37s.

### USE OF CAR JACK

All Series are provided with a new type bumper jack which has been adopted to make the raising of the car an easy operation. All Series are raised, both front and rear, by means of the bumper back bars. See Fig. 10-1.

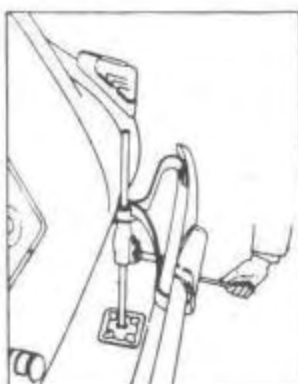
Set the parking brake securely and then set jack base on ground in proper position. Place jack in base and draw jack body up to a snug contact with

bumper back bar with the thumb pressing down on the release lever. Next, insert handle and operate pumpwise to the desired height.

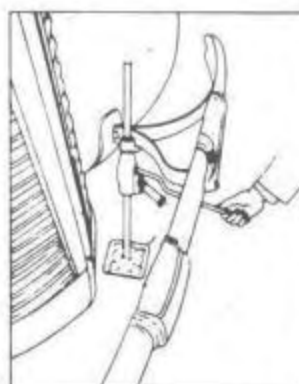
To lower jack, insert handle over release lever (see Fig. 10-1) and press handle down gently. The amount of pressure exerted, governs speed of lowering.



Raising Front



Raising Rear



Lowering

Fig. 10-1. Use of Jack

Mike Vosganian (#447) has an original 1938 jack. "I foolishly used it to jack up the car," Mike wrote to me, "to see how well they worked. When I released the car it came crashing down, breaking the casting." Although Mike's was probably worn, it appears the '38 jacks were no ball of fire either. Below are excerpts from the 1928-1938 and the 1928-1941 Master Chassis Parts Books. For some reason the '28-'38 book lists no jack at all for 1938, and the later book lists a "retrofit" jack for 1936-1940. That, as shown by an excerpt from the December 1939 Buick Magazine, was the now-notorious 1940 jack, probably the most singularly goofy auto jack ever devised and sold. Vaunted "Buick engineering" stopped somewhere short of jacks!

GROUP NO.	PART NO.	LIST PRICE	PER CAR	MODELS AND DESCRIPTION
<b>8.820 JACK, Auto</b>	(Auto Specialties Mfg. Co., St. Joseph, Mich.)			
.....	1241855	....1	1931-60-80-90	
.....	1241854	....1	1931-32-50	
.....	1259052	....1	1932-60-80-90	
.....	1273628	....1	1933	
.....	1286564	....1	1934-35-40	
.....	1280677	....1	1934-35-50	
.....	1283106	....1	1934-35-60-90	
.....	1292964	....1	1936-40-60	
.....	1293055	....1	1936-80-90	
.....	1298922	....1	1937-40-60	
.....	1300255	....1	1937-80-90	
<b>8.820 HANDLE, Jack</b>	(Auto Specialties Mfg. Co., St. Joseph, Mich.)			
.....	1274298	....1	1933; 1934-35-50	
.....	1286558	....1	1934-35-40	
.....	1283107	....1	1934-35-60-90; 1936-80-90	
.....	1293102	....1	1936-40-60	
.....	1300256	....1	1937-40-60	
.....	1298955	....1	1937-80-90	

**8.820 JACK COMPLETE, Auto**

.....	1394996	4.00	....1	1936 to 1940 Inclusive (Includes jack, stand and handle)
.....	1393107	4.00	....1	1941 (includes jack, stand and handle)
.....	1315528	2.75	....1	1936 to 1940 Inclusive: Jack
.....	1320918	2.75	....1	1941: Jack
.....	1315621	1.40	....1	1936 to 1940 Inclusive: Stand
.....	1320917	1.40	....1	1941: Stand
(5.842)	1315283		....1	1936 to 1941 Inclusive: Handle



# SPECIAL ANNOUNCEMENT

By C. W. JACOBS  
Parts and Service Manager,  
Buick Motor Division

to owners of Buicks for 1936, 1937, 1938, 1939

In the 1940 models, Buick is supplying a car jack which, we believe, is the most practical one ever offered to car owners.

Using a jack under any condition is not a pleasant task; but Buick has now solved the problem insofar as inconvenience is concerned, and has made the operation of lifting the car to change tires much simpler and easier than ever before.

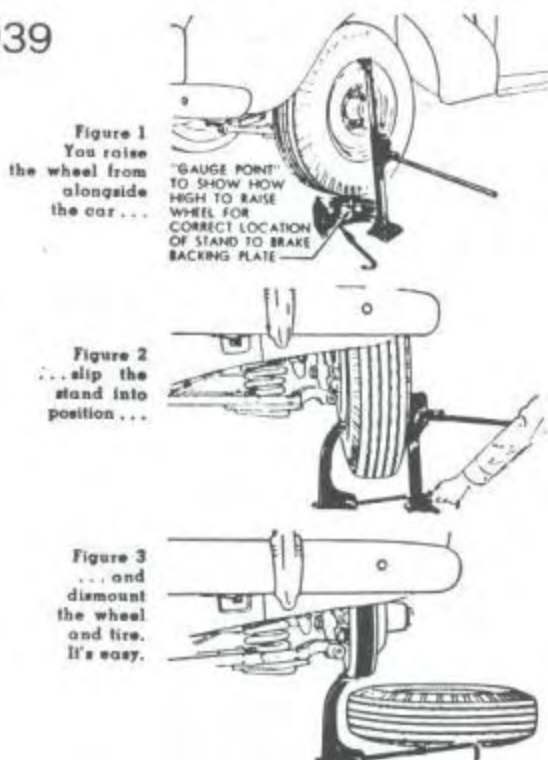
If you drive a 1936, 1937, 1938, or 1939 model Buick, you will be interested in knowing that this new, improved jack will work with your car as well as with the new 1940 models. This is how it operates:

1. Set hand brake and remove hub cap.
2. Place jack under rim flange, as shown in Figure 1, keeping base as close to tire as possible. Lay stand on its side and jack up wheel until gauge point of stand passes between tire and ground.
3. With left hand, slide stand in back of center of wheel. In this position, handle should touch left side of jack. Pull stand toward wheel until guide strikes brake backing plate, as shown in Figure 2.
4. Lower jack until car is supported on stand. Remove jack and change wheel and tire.
5. Replace jack, raise car, remove stand, then lower jack.

NOTE: Jack handle is also used as wheel wrench "TEE" handle.

Your Buick dealer has this jack in stock, or can quickly obtain one for you from the Buick factory, and will be glad to demonstrate just how it works.

The price is only \$4.00.



That is about all I can say about jacks, except that, according to long-time Buick dealer Guy Bennett, Jr. (#161), the 1937 originals were painted a startling shade of bright green.

## FACTORY REPLACEMENT ENGINES

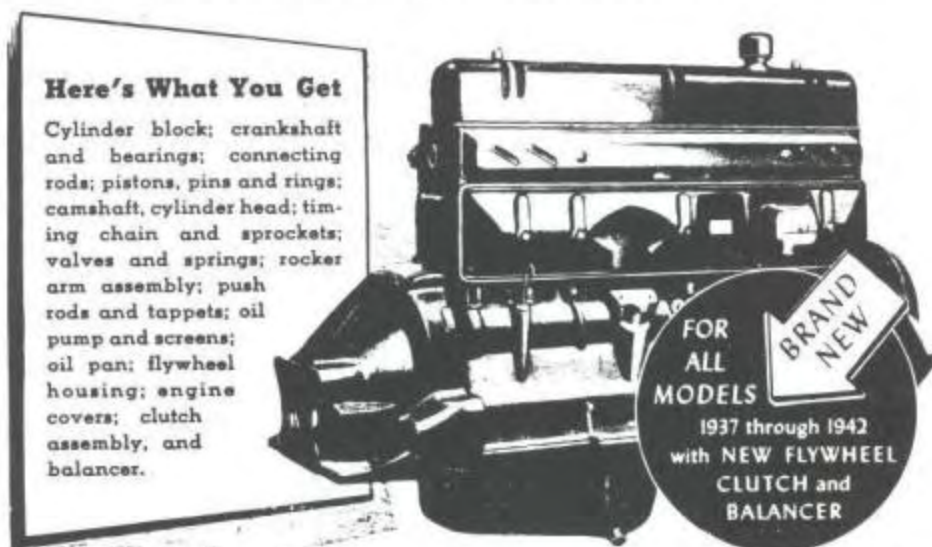
Over the past several years, there have been persistent reports of apparently-original black engines in late '30s and in '40s Buicks. One such report was the subject of correspondence printed in two recent issues of the BCA Bugle. One of the authors was your Editor, who suggested that a black engine, showing no signs of any other color, in a late '30s - early '40s car might be one of the factory-replacement engines offered by Buick from 1946 to 1953.

Many cars that lasted through World War II were pretty tired at the War's end, as was my father's 1941 Chevrolet. (As he was a sales representative for "strategic materials" — Socony-Vacuum industrial lubricants — and used the car in his work, he got a "C" gas ration rating and was thus able to, and did, put a lot more miles on his car than most people could during the War.) In addition, some engines had been battered not by miles but by infrequent oil changes, poor lubricants, and long periods of enforced idleness. In 1946 and 1947 new cars were in short supply. In an effort to keep Buick owners in their Buicks rather than switching to other makes, Buick offered new factory-replacement "Power Package" engines. These are described in the following excerpt from The Buick Magazine of February 1947, loaned to me by Mike Vosgian (#447).

The best engine in the world can't last forever . . . even a sturdy, dependable Buick engine. But if you own a '37, '38, '39, '40, '41, or '42 Buick and the engine is mileage-weary from long, faithful service, you can now replace it with a brand new, factory-built engine.

This Buick "Power Package" will give your Buick a new start in life . . . new pep and power that will make it lively as a young colt. The engine unit is complete with all necessary parts, and can be installed easily in one operation.

If the engine in your Buick is due for a major overhaul, ask your Authorized Buick Dealer about the "Power Package." The cost is less than you would think, and decidedly more economical than part-by-part replacement.



18

FEBRUARY 1947

It is obvious that these replacement engines looked like 1946 (or later) engines (see, for example, the push rod and spark plug covers in the illustration). Most of them probably got new Carter or Stromberg carbs when they were installed. What color they were is not known (at least to me), but it seems reasonable to assume they were either black or the '42-'52 turquoise.

The replacement engines were shipped without numbers, but with the prefix "RE" stamped into the top of the number pad. The installing dealer punched the original engine's number into the pad after the "RE". (See The Buick, a Complete History, Chapt. 14.)

The other, and perhaps the more reasonable, explanation for black engines is that they were defectively painted at the factory. The black is a prime coat, and the original top coat came off due to poor adhesion or the application of a strong cleaner. This explanation has been borne out by reports from persons who found traces of original color on black engines.

An interesting question is how to treat factory-replacement engines in BCA judging. Is an "RE" engine in a '37 or '38 correct, or does it get the mandatory "incorrect engine" penalty? If correct, what color should it be? I do not know the answers, and I hope the National Meet judges will not have to face these questions.



## ENGINE REBUILDING: HOW TO SCREW UP

At this point I have no idea when the Paul Culp "Engine Rebuilding" series will resume. If any of you sent (a) nasty or (b) sweet postcards to Paul, as I suggested in Issue 6, the effect thereof has not yet become apparent. Instead of Culp, you will have to settle for more of me, and I am sorry this issue is short on meaty technical matter. (I have a few more contributions, but did not get them edited in time for this issue.) You may recall that last time I began telling you about this year's car trouble: my discovery that the person (or persons), two owners back from me, who "rebuilt" the engine in my '37 Roadmaster had put the rods in backwards. That was not, by a long shot, their only error.

The engine has now been removed from the Roadmaster and disassembled. Before tackling that, we took off the hood, the front bumper and brackets, the fenders and nose as a unit, the brace bars and the radiator. Its difficult or impossible to remove the engine without doing all of these preliminaries. A '37 hood must be stored carefully by supporting it on sawhorses in the approximate configuration it has when on the car in the closed position. The four-piece '37 hood is easily bent, and difficult to straighten, and the hinges are impossible to find. Taking the fenders and nose (sometimes called the "front clip") off as a unit will help greatly to preserve their alignment. As anyone knows who has tried to align hood, nose, grille and fenders, the job is an absolute certifiable bitch, and has driven many sane men into temporary insanity.

All of that done, and the removable items (fuel pump, generator, temperature and oil pressure senders, manifolds, etc., etc.) taken off or disconnected, the engine was hooked to a hoist, the mounts disconnected and the transmission disconnected from the clutch. The Manual advises removing engine, clutch and transmission all at once, disconnecting at the torque ball, but that makes a heavier package. The transmission will come out later, when new rubber supports are put in. For now it is supported on a length of 2 x 4 held to the frame with clamps.

In the last issue I reported that an inspection from the bottom end had revealed a serious error by the original rebuilder: the rods were put in backwards. After thinking about this problem for a week, and reflecting on the various other mistakes that had been made in restoring the car and already revealed, we decided to pull the engine. If a number of serious errors had already shown up, it was likely, we thought, that there were more to be found. Right we were.

After looking at the disassembled engine, I was appalled. Almost every mistake in engine rebuilding that can be made was in fact made by the people who rebuilt this engine. I use the word "mistake" in an effort to be charitable: gross negligence and stupidity are more accurate. Here is a partial list of the problems and conditions to be remedied.

1. A hairline crack in the head was not discovered. This leaked coolant into the engine causing sludge formation.
2. The timing chain had been installed wrong, and was so loose it actually scored the inside of the cover.
3. All the pistons were fitted with insufficient clearance, and all are scored.
4. The rods were so tight on the pins that a few could barely be moved by hand.
5. One cam bearing was put in skewed, and two cam bearings were installed so that the oil holes in the bearings did not align with the oil passages in the block.

6. As a result of (5) and of the rods being reversed, the cam lobes are badly worn and two of the bearing journals are worn, due to inadequate lubrication.

7. The rear main bearing was disintegrating, and the other mains are all scored. The rod bearings were bad and the crank journals scored. This is the result of failure to clean out grit and dirt after sandblasting the block and reboring the cylinders.

There's more, but that is a sufficiently depressing list for now. With this engine, I am at "square one" or "ground zero"; that is to say, it must be completely rebuilt all over again, just as though I had recently pulled the car out of a swamp, rather than bought a car I thought was finished and roadworthy.



## NEW MEMBERS



Frank J. Ruehl (#823)  
9815 Michaels Way  
Ellicott City, MD 21043  
301/465-0411  
'37 47

Richard E. Smith (#824)  
7218 Brigner Rd.  
Mechanicsburg, OH 43044  
513/828-1068  
'38 47

Lee N. Johansson (#825)  
22 Russell Trufant Rd.  
Carver, MA 02330  
508/866-2395  
'38 41

Terry M. King (#826)  
4643 Feliz Blvd. #207  
Los Angeles, CA 90027  
213/666-9451  
'38 47

James Pearsall (#827)  
P.O. Box 128  
Weston Canal Rd.  
Zarephath, NJ 08830  
201/469-7400

Art Feinsod (#828)  
Rt. 2- Box 201  
Snyder, TX 79549  
915/573-4203

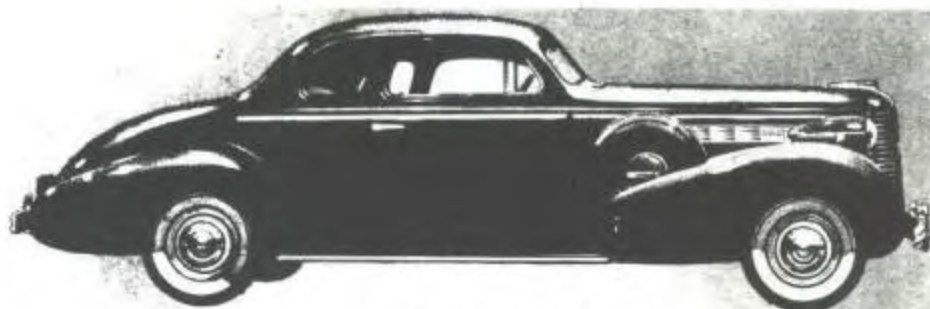
Ronald Puza (#829)  
16 Makamah Beach Rd.  
Northport, NY 11768  
516/754-4885  
'37 81-F

Bob Selby (#830)  
1531 Twillman  
St. Louis, MO 63138  
314/741-6973  
'38 61

Denny Zimmet (#831)  
5160 Warner Rd.  
Kinsman, OH 44428  
216/638-1367  
'37 46

Mark D'Ambrosio (#832)  
933 Fillmore St.  
Philadelphia, PA 19124  
215/744-9230  
'38 41

Walter Morrison (#833)  
1582 Venetia Dr.  
Oakville, Ont. L6L 1K7  
Canada  
416/827-2732  
'38 4819 McL.



Four-Passenger Sport Coupe with opera seats  
MODEL 66-S





# PARTS EXCHANGE



## PARTS FOR SALE

**BUICK STANDARD TRANSMISSION GASKET KIT.** All gaskets and seals needed when rebuilding or resealing your transmission. Will fit 1937-1938 all series. \$16.95 postpaid (N.J. residents add 6% sales tax.) Send check or money order with name and address; year and series of car.

**BUICK TORQUE BALL SEAL KITS,** include shim gaskets, cork packing, instruction sheet and a tube of silicone. Will fit 1937-38 all series. \$29.95 postpaid. (NJ residents, add 6% sales tax.) Send check or money order with name and address; year and series of car. Please allow 2-3 weeks for delivery.

JECC, Inc. (Jerry Pasquariello #643)  
P.O. Box 616  
West Paterson, NJ 07424  
201/890-9682

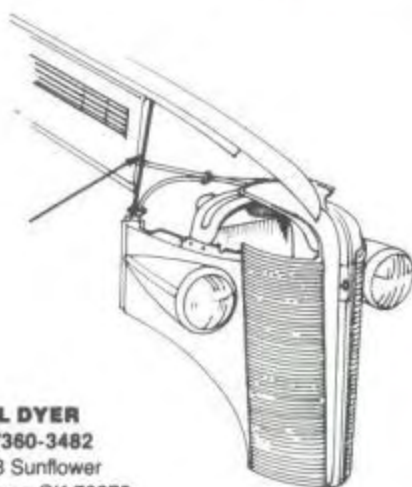
**NEW DASH PANEL DECALS** for 1937 80-90 series cars.  
Kit includes: 1 practice decal 7"x14"; 2 12"x14" decal sheets; full size pattern; instruction sheet. \$85.00 plus shipping.

TOM ALDERINK (#735)  
619 W.23 St.  
Holland, MI 49423

616/396-3183  
616/392-1761

### AT LAST! '37 BUICK FRONT HOOD SUPPORTS.

New Reproduction - Just Finished.  
Price \$100<sup>00</sup> Set.



**BILL DYER**  
405/360-3482  
2028 Sunflower  
Norman OK 73072

**EDITOR'S NOTE:** Bill Dyer believes this is a Buick "factory" accessory, having found one on an apparently-original car. I have never seen one, nor have I seen any reference to '37 hood props in Buick literature. Whether authentic Buick "factory" or not, it looks like a useful item. Can any member verify that hood props were Buick accessories?

Used, from '37 Century: 2 rear shocks--\$5.00 ea; 2 rear shock links (new rubber)--\$15.00; sway bars, front & rear--\$7.50 ea; 2 tail lite housings (no bezels or lenses)--\$5.00 ea; NOS coil spring shim sets (3), fit '37-'50--\$5.00 ea; rebuilt Carter WCD carb (1940s Buick)--\$75.00; 1 set used but good tie rod ends--\$10.00. Also have spare

large series engine; parts will be available after I have rebuilt the engine in my '37 91. Add 10% shipping. ROY W. SCHMIDT (#673). 10200 Yankee Hill, Lincoln, NE 68526. 402/488-6327.

---

'38 40 series generator (1101052), tested & works good--\$55; '37 radio non-playing but lights up--\$150; '37-'38 voltage regulator (1118213)--\$50; '37-'38 all series starter Bendix drive NOS (1874156)--\$25; '37 starter switch NOS (1607)--\$45; '37-'38 series 40rebuilt AC fuel pump--\$35; '37 trunk back license plate lens with Buick script--\$25; '37 steering wheel core--\$40; '37 shocks 40-60 series fronts and rears and '38 40-60 series fronts, all need rebuilding--\$20 each. Shipping extra on all parts. Please send SASE for reply or call between 6 PM & 9:30 PM CENTRAL TIME or any time on week-ends. GEORGE PESKA (#68). 2010 Prairie, Downers Grove, IL 60515. 708/964-1613.

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## **PARTS WANTED**

Tail lite for '37 80-90 series. ROY W. SCHMIDT (#673). 10200 Yankee Hill, Lincoln, NE 68526. 402/488-6327

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For 1938 Special--battery hold-down bracket. MARK CRYDERMAN (#812). 206 W.Dunlap, Northville, MI 48167.

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WANTED: '37 80 series: "Roadmaster" emblems for hood sides; wiper motor casing (Trico SS-4); manifold heat riser valve body complete. TOM ALDERINK (#735). 619 W.23rd St., Holland, MI 49423 616/396-3183

---

WANTED: For '38 46-S: hood and nose center strips; left window regulator; headlight assemblies to convert back from sealed beams; gas cap springs; good running boards; one park light cover. LANCE BEHM (#810). 425 Kennedy Ave., Pittsburgh, PA 15214. 412/322-4216

---

WANTED: '38 Century coupe window garnish moldings. HARRY LOGAN (#651). 1005 Rilma Lane, Los Altos, CA 94022. 415/941-4587

---

WANTED: two jump seats with hardware for '38 series 40 coupe, any condition; '38 banjo steering wheel complete with horn ring and button, need not be mint but must be nice. BILL VANDER HOVEN (#557). 5170 92nd Rd., Newaygo, MI 49337. 616/652-9629.

---

WANTED: 1937 series 60 right side restorable running board or a pair of running boards that are nice enough to use on a driver not meant for show. DARRYL COMSTOCK (#614). 6104 Nelson Place SW, Albany, OR 97321. 503/926-3670. (JN)

---

WANTED: two rear ash trays for '38 Roadmaster, good plastic lids; one cigar lighter for same. BOB MULCAHY (#731). 1879 Romero St., Yuba City, CA 95993. 916/674-5884.

---

NOTE ON PARTS WANTED. Some people asked that their "wanted" ads be run more than once. I could not remember who they were, so I have run all the ads from the last issue again. None of these ads will be run again unless I am requested to do so.



---

WANTED: 1938 heater core for Master heater; facts book; parts books and service bulletins. JOHN JOHNSON (#697). 45 S.Lincoln Ave., Mundelein, IL 60060. 708/566-5005

---

WANTED: '38 good clean clock; '37 center horn emblem; '37 De Luxe heater; two '38-'39-'40 80, 90 series wheels (16 x 7 $\frac{1}{2}$ ); '38 80, 90 series left front and right front engine splash pans (Group 8.112; Parts 1303492, 1303493 ). DAVE LEWIS (#237). 3825 South Second St., Springfield, IL 62703 217/529-5290

---

WANTED: Copies of '37/'38 Club "Bulletin" (pre-Torque Tube): Vol.I, Nos. 2, 8; Vol.II, Nos. 2, 3, 8; Vol.III, No. 6; Vol.IV, Nos. 1, 2. DARRYL COMSTOCK (#614). 6104 Nelson Place SW, Albany, OR 97321.

---

WANTED: Will pay top dollar for a 1937 series 40 nose center stainless strip in excellent condition. Also dash ashtray; heater fan; complete defrost system including mounting brackets. DORSEY HELM (#699) 19630 S.E. 189th Pl., Renton, WA 98058. 206/432-1546.

---

WANTED: For '37 series 60- oil pump; working regulator; working generator. JOSEPH BOWLES (#612). 6908 Bellaire Dr., New Orleans, LA 70124

---

WANTED: Information on paint colors, design of woodgrain, etc., for a 1937 Model 41. Can anyone help me on this project, any help would be greatly appreciated. Also need a generator for 1937 model 41, #918B. Contact: Jerry Root, 71 South Pollard Drive, Fulton, New York 13069 or call 315 593-2346.

---

## CARS FOR SALE • WANTED

---

CAR WANTED: '37 or '38 coupe--any model with sidemounts. Prefer '37 with R/S. Good to excellent. Write with price & details to BOB HAMRO (#775). 3241 Williams Rd., San Jose, CA 95117.

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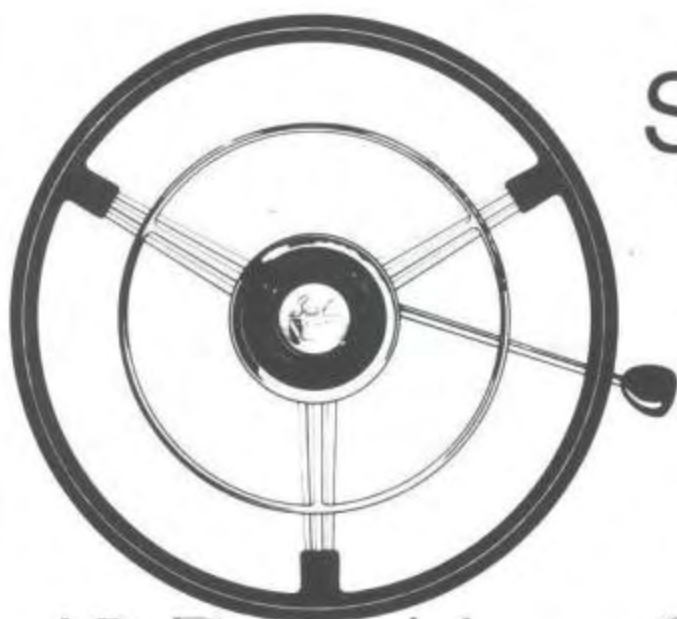
CAR WANTED: '37 or '38 Century sedan with rust-free straight body. 99% complete and non-running OK. All calls or letters answered. ROLAND BLEITZ (#580). 29084 Poppy Meadow St., Canyon Country, CA 91351. 805/251-6360.

---

CAR FOR SALE: Benny the Buick needs a new home. 1937 Special, model 47, 4-door plain back. Overall complete, decent-running, working car. Low miles: 26,500. 90% rewired; new radiator core, exhaust system, wide white tires; good brakes; body needs paint job & work in trunk. Original interior needs some fixing. I'm the 3rd owner. I have one too many cars. Asking fair price: \$3800. GENE ZEMAN (#754). 1608 Zika Avenue N.W., Cedar Rapids, IA 52405. Call in the evening 319/396-8666.

---





## Perfectly Recast STEERING WHEELS

1936 Thru 1947

\$2.00 for Brochure

Must  
Specify year

(602) 278-4505

# J.B. Donaldson Co.

2533 W. Cypress Phoenix, Arizona 85009

## DAVE LEWIS RESTORATION



*Partial or Complete  
Show Quality Restorations*

*3825 South Second Street  
Springfield, Illinois 62703  
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*References Available  
20 Years Experience  
Show Car Maintenance  
Fully Insured  
and Guaranteed  
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1927  
TO  
1953

## WIRING HARNESSES

AUTHENTIC REPRODUCTION  
WIRING SYSTEMS THRU 1953  
HANDCRAFTED WITH THE  
FINEST MATERIALS  
EACH SUPPLIED WITH:  
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INSTALLATION INSTRUCTIONS

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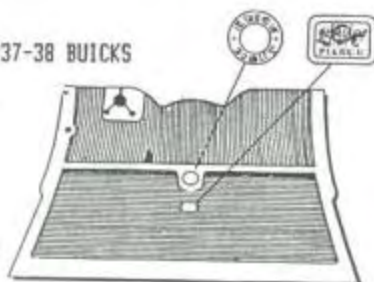


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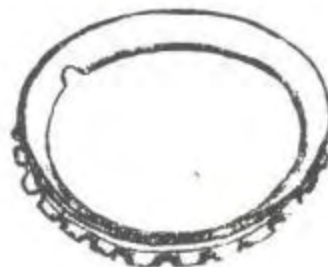
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